

## REPUBLICAN TICKET.

Election, Tuesday, Nov. 7th.

### CONGRESSIONAL TICKET.

For Congress—First District.

CHARLES C. WILLIAMS, of Rock.

### SENATORIAL TICKET.

For State Senator—17th District.

S. L. LOED, of Fulton.

### COUNTY TICKET.

For Sheriff.

R. E. HARPER, of Spring Valley.

For Register of Deeds.

CHARLES E. VALENZUELA, of Janesville.

For Clerk of the Court.

A. W. BALDWIN, of Milton.

For County Treasurer.

WILLIAM MILLER, of Janesville.

For County Clerk.

SYLVANUS MORGAN, of Lima.

For District Attorney.

JOHN W. SALE, of Janesville.

For County Surveyor.

EDWARD RUGIER, of Harmony.

For Coroner.

R. L. CHAMBERLAIN, of Janesville.

The number of delegates to the Massachusetts Republican State Convention will be about 1,200.

Mr. B. S. Hoxie, of the town of Union, has been nominated for the Assembly by the Prohibitionists of the Third District.

The Milwaukee Republican-Sentinel denies the story that there has been found a defect in the treasurer's office of that city.

There is yet some talk that Bragg may run independent. But Bragg will not do this. While he feels exceedingly sore over his defeat, the defeat of Delancy acts somewhat as a pain-killer, and he will let the matter pass.

Very well put up by the Chicago Journal: "The fellows that sold out General Bragg in the 14 to 13 contest at West Bend, and the Stikney delegate who beat Colonel Keyes in the Third Wisconsin district, would make good jurymen in the next trial of the star route cases. They are the kind of fellows Brady, Dorsey and company would delight to honor."

There is an interesting condition of affairs in Ohio in regard to the attitude of the Democrats. The Ohio Republican State Committee proposed a series of meetings between the gentlemen leading the party tickets, but the Democrats have declined it on the ground that they see no necessity for changing their campaign plans. The real reason, however, is doubtless their desire to avoid any discussion of the liquor question, and in a joint debate it would certainly be thrust upon them.

The suggestion offered by the Oklahoma Northwestern that Keyes and Hazelton withdraw in favor of General Fairfield, is a good one. It is absolutely certain that if both remain in the field, both will be defeated, and the wisest plan would be for them to withdraw from the canvass and take off their coats and work for the election of some Republican who not only would be elected, but who would command the confidence of both factions of the party. This is the best way to settle the whole matter.

The official returns from the Maine election show that Mr. Hobie, the Republican candidate for Governor, is elected by a plurality of 5,798, and by a majority over all of about 7,000. The Republicans carry fourteen of sixteen counties. Of the Senators twenty-eight are Republicans and three Fusionists. Of the members of the House 138 are Republicans and forty-nine Fusionists. A more sweeping Republican victory was hardly ever made in that State. Fusionism has given itself a death blow in Maine.

It will hardly create a surprise for the public to learn that the wife of Engineer Melville, has been sent to an asylum for the insane. Melville's conduct toward his wife on his return home after a long, perilous voyage on the Jeannette, was brutal, to say the least. He seems to have met her with curses and blows instead of kisses and blessings, and now has secured a certificate of her insanity, and has incarcerated her in an asylum at Norristown. This, no doubt, is just what he wants her. It is not the first time that a man, who, by accident has suddenly become famous, has turned against his wife in such a way as to create a public scandal, and to show that he has none of the instincts of a genuine man. There may be two sides to the story of Melville's family troubles, but it is evident that Melville has lost all tender emotions for his wife, that she has been ill-treated, and that he was in too great haste to lock her up in an asylum for the insane.

There are but very few persons in Wisconsin, who read the newspapers and have not heard of "Gee." John Allison, formerly of Milwaukee. In some respects he was one of the most brilliant preachers that ever occupied a pulpit in that city. He had a vivid imagination, a masterly command of language, and a fascinating voice, and whenever he spoke he was heard with the deepest interest. His sermons were always interesting, and his lectures, especially those on the battle of Gettysburg and the Yosemite Valley, were exceedingly eloquent. But his popularity as a preacher and his power as a lecturer could not give him a high moral character, and one Sunday after another followed him until he was compelled to

## THE POLAR BALLOON PROJECT.

Commander Chelone's Ideas Fully Explained.

Commander Chelone's project of reaching the pole by means of a balloon was, when first proposed, regarded as very chimerical, but has of late been assuming a degree of practicality in the minds of even the most conservative of Arctic explorers.

One of the most important premises in this undertaking, he says, "is the fact that in eighty-one degrees, forty-seven minutes north latitude, which is our intended winter quarters, lies a magnificent bed of coal on the surface, and according to the report of Sir George Nares, 250 yards long by twenty-five feet in width, of unknown depth, an unlimited supply of well-lignite smokeless coal, equal to the best Welsh. There we have discovered what is essential to the project, a source of heat. On this coal bed will be built a portable wooden house for officers and men and here the gas will be generated. It is my intention to generate two kinds of gas, pure hydrogen and carburated hydrogen or common coal gas. This combination of gas will be more sticky, and thus will not so easily permeate the envelope of a balloon, and will be of greater lifting power than common coal gas alone. The larger the balloon the safer it will be. We shall have three of good dimensions, each capable of carrying ten tons weight. Each will be built of light material, and will be in case of separation, which, however, judging from the results of my experiments with balloons, I do not anticipate. Each will carry a light boat, a sledge, a pack of Esquimaux dogs, and three persons, with the necessary stores, men and dogs being provisioned for five days. If a portion of the gas escapes from the balloons we shall refill by using the gas in one balloon until deserting it. The balloons will be kept at an average elevation of 500 feet by trail ropes, the moorings being secured by throwing out a little ballast. This trail rope will be very important. If the sun becomes a little warmer than usual the gas will, of course, expand, and the balloon be inclined to rise under such expansion, but directly this rising takes place the rope is lifted off the ice and acts as a counterbalance. Again, in the case of a cloud passing between the sun and the balloon, the gas will condense, and the balloon be inclined to descend, but in doing so more of the rope is deposited on the ice and this again counterbalances. Another advantage of the trail rope is to keep the same portion of the balloon always facing the north; in fact, it is a great measure to serve as a means of control. It will enable gelatin plate photographs and astronomical observations to be taken with accuracy and ease. Careful observations of the Arctic currents of air have convinced me that when certain well-known trade winds prevail in these latitudes, the wind may be relied upon to blow for two days or more in one direction. The distance to the pole from the point of departure will be only 460 miles, and this, I estimate, can be easily accomplished in twenty-four hours. We expect to return from the pole either by balloon (with a favorable wind) or else by sledge, making our way back to St. Patrick's Bay, or possibly to some part of the Russian coast, should it appear better to take that course."

## THE LOST ASIA.

Partial List of Those Who Went Down with the Ill-Fated Vessel.

No Additional Particulars Obtained Relative to the Awful Disaster.

A Newly-Married Couple Among the Victims—The Boat Badly Equipped and Unsafe.

CHILDS WOOD, Ont., Sept. 19.—The storm of Thursday last is universally admitted to have been the severest which has visited these parts for many years, and no boat on the lakes could have been in it, except, perhaps, the iron clippers. It was supposed that the Asia had been in port during the blow, and no tidings of the disaster reached here until last night. The Asia was a Sardinia boat, classed 2d, and after the burning of the Manitowish was chartered by the Georgian Bay Transportation company, of Collingwood. She left this port on Wednesday night last for French river and the South. She was loaded with freight and passengers for ports along her route. The story of the wreck has already been told, and no further particulars as to the loss have as yet been received here. Nothing can be expected until the arrival of the steamer Northern Belle, which was dispatched from Parry Sound on Sunday morning to the scene of the disaster, or till the return of the wrecking party Mary Ann, sent from here early this morning.

The sad news, which brought bereavement to so many families at Aurora here till a late hour Sunday evening. Notwithstanding the lateness of the hour and the inclemency of the weather, the news flashed around the city, and people crowded the streets, each on the same errand, to ascertain if the report was correct, that the Asia had foundered. The steamer had been in port for some time, and all on board had been permitted to leave. The steamer was loaded with freight and passengers, and the loss was a heavy one. The names of the others it will be difficult to secure, they having purchased through ticket, and the steamer's books being lost. The names of the crew were as follows:

Captain, J. W. Savage.

First mate, John McDonald.

Second mate, James McQuinn.

Third mate, John McQuinn.

Fourth mate, John McQuinn.

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CH







C. A. POTTER, Agent of Chicago & Northwestern Railway, at Janesville, Wis.



